

# SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service  
Washington, DC



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

NE-06-14  
December 12, 2005

<http://www.faa.gov/aircraft/safety/alerts/SAIB>

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*This is information only. Recommendations aren't mandatory.*

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## Introduction

This Special Airworthiness Information Bulletin alerts you, owners, operators, and riggers of **parachutes**, that **Performance Variable e.K., Bitburg, Germany**, has issued Service Bulletin (SB) SB-O-200501, dated July 18, 2005, copy attached. This service bulletin specifies modifications of **OMEGA XXS, XS, S, M, L, and XL (Container-System) with QUICK 120, 135, 150, 180, or 220 (Reserve Parachute)** prior to next use.

## Background

The Luftfahrt-Bundesamt (LBA), aviation authority for Germany, was made aware of two incidents, and one fatal accident in which **the main parachute in combination with the container-system did not fully deploy**. At the time of these incidents the cause was unknown and the LBA issued Airworthiness Directive (AD) D-2005-248 (attached), effective date July 12, 2005, prohibiting further use of these parachutes.

Performance Variable e.K. issued SB SB-O-200501, dated July 18, 2005, which developed a modification of the container flap No. 3 and a visual inspection of the new bartecs at each packing. The LBA issued AD D-2005-248R1 (also attached), effective date July 21, 2005, mandating compliance with this SB prior to next use.

## Recommendation

Due to the potential consequences, we strongly recommend that you comply with SB SB-O-200501 prior to next use of all affected parachute models.

## For Further Information Contact

Terry Fahr, Aerospace Engineer, FAA Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, MA 01803; phone: 781.238.7155, fax: 781.238.7170, email: [terry.fahr@faa.gov](mailto:terry.fahr@faa.gov).

Performance Variable e.K., Am Tower 16, 54634 Bitburg, Germany; phone: 49 6561 949680, fax: 49 6561 949681, email: [info@myskyshop.com](mailto:info@myskyshop.com).



## Airworthiness Directive

**D-2005-248**

## Luftfahrt-Bundesamt

Airworthiness Directive Section  
Hermann-Blenk-Str. 26  
38108 Braunschweig  
GERMANY

### PERFORMANCE VARIABLE e.K.

Effective Date: 12 July 2005

#### Affected:

Kind of aeronautical product: Personal Parachutes  
Manufacturer: Performance Variable e.K., Am Tower 16, 54634 Bitburg, Germany  
Type: Personal Parachute OMEGA ( ) / QUICK ( )  
Models affected: OMEGA XXS, XS, S, M, L and XL (Container-System) with QUICK 120, 135, 150, 180 or 220 (Reserve Parachute)  
Serial Numbers affected: All serial numbers  
German JTSA-Authorisation No.: LBA.O.40.014/05 JTSA

#### ----- EMERGENCY AIRWORTHINESS DIRECTIVE -----

#### Subject:

Personal Parachute OMEGA ( ) / QUICK ( ) - Malfunction of the Main Parachute in combination with the Container-System

#### Reason:

The Luftfahrt-Bundesamt (the CAA of Germany) has received two reports of incidents and one report of a fatal accident, on which the Main Parachute in combination with the Container-System do not fully deploy. The real cause of these incidents and the fatal accident is still unknown and under investigation. Therefore, currently it is unknown whether the root cause is limited to a design, operational or maintenance deficiency. We are issuing this emergency AD to prevent further potential incidents or fatal accidents, which may be result in serious or fatal injury to the personal parachute user.

#### Compliance/Action:

As of the effective date of this AD, the following actions are required by this airworthiness directive:

----- THE USE OF ALL THE OMEGA ( ) / QUICK ( ) PERSONAL PARACHUTES IS PROHIBITED -----

Any further use of the Personal Parachute OMEGA XXS, XS, S, M, L or XL (Container-System) with QUICK 120, 135, 150, 180 or 220 (Reserve Parachute) is PROHIBITED.

NOTE: This is a interim AD action and will be amended in light of the results of the investigation.

#### Effective Date:

Effective on receipt from 12 July 2005.

#### Technical publication of the manufacturer:

-- None --

#### REMARKS:

Enquires regarding this Airworthiness Directive may be directed to Mr. Steffen Engel, Projects Equipment, Luftfahrt-Bundesamt, Division T2, Hermann-Blenk-Str. 26, 38108 Braunschweig, Germany,  
- Telephone +49-(0)531-2355-428,  
- Fax +49-(0)531-2355-723,  
- Email [Steffen.Engel@LBA.de](mailto:Steffen.Engel@LBA.de).

#### EASA-Approval

The Luftfahrt-Bundesamt has issued this Emergency Airworthiness Directive in accordance with Article 10.1 of European Union Regulation No. 1592/2002.



## Airworthiness Directive

**D-2005-248R1**

## Luftfahrt-Bundesamt

Airworthiness Directive Section  
Hermann-Blenk-Str. 26  
38108 Braunschweig  
GERMANY

Supersedure: This AD supersedes Emergency AD D-2005-248.

|                              |
|------------------------------|
| Effective Date: 21 July 2005 |
|------------------------------|

### PERFORMANCE VARIABLE e.K.

#### Affected:

|                                |   |
|--------------------------------|---|
| Kind of aeronautical product:  | Personnel Parachutes  |
| Manufacturer:                  | Performance Variable e.K., Am Tower 16, 54634 Bitburg, Germany  |
| Type:                          | Personnel Parachute OMEGA ( ) / QUICK ( )   |
| Models affected:               | OMEGA XXS, XS, S, M, L and XL (Container-System) with QUICK 120, 135, 150, 180 or 220 (Reserve Parachute) |
| Serial Numbers affected:       | All serial numbers  |
| German JTSO-Authorisation No.: | LBA.O.40.014/05 JTSO  |

#### Subject:

Personnel Parachute OMEGA ( ) / QUICK ( ) - OMEGA Container-System - Modification of Flap-No. 3, Visual Inspection of Bartecs, and Equipment Handbook Change

#### Reason:

The Luftfahrt-Bundesamt (LBA) has received two reports of incidents and one report of a fatal accident, on which the Main Parachute in combination with the Container-System do not fully deploy. The real cause of these incidents and the fatal accident is still unknown and under investigation. Therefore, the LBA has issued the Emergency AD D-2005-248 in accordance with Article 10.1 of the European Union Regulation No. 1592/2002, which prohibits the use of the suspected Omega Container-Sysrems. That Emergency AD action was necessary to prevent further potential incidents or fatal accidents, which could result in serious or fatal injury to the personnel parachute user.

The manufacturer has now developed a modification of the container flap No. 3 and a visual inspection of the new bartecs at each packing. In addition, the manufacturer has revised the Equipment Handbook to clarify certain procedures for a safe jump operation and correct maintenance tasks.

We are issuing this AD, which supersedes the Emergency AD D-2005-248, to prevent malfunction of the main parachute in combination with the container-system, caused by line entanglement with flap No. 2 of the main container. Such malfunction could result in serious or fatal injury to the personnel parachute user.

#### Compliance/Action:

As indicated below, unless already accomplished:

##### 1. MODIFICATION

Prior next jump, apply the bartects on the binding tape of the flap No. 3 of the Omega Container-System in accordance with the Performance Variable Service Bulletin SB-O-200501, dated 18 July 2005.

##### 2. VISUAL INSPECTION

As of the effective date of this AD: At each packing of the main parachute, perform the visual inspection of the bartecs in accordance with the Performance Variable Service Bulletin SB-O-200501, dated 18 July 2005.

##### 3. EQUIPMENT HANDBOOK CHANGE

As of the effective date of this AD: Perform all jump operations, maintenance actions and repairs of the Personnel Parachute OMEGA ( ) / Quick ( ) Container-Systems in accordance with the revised Performance Variable Equipment Handbook (German Version) EH-O-Q01, Revision 4, dated 01 July 2005.

**Technical publication of the manufacturer:**

Performance Variable Service Bulletin SB-O-200501, dated 18 July 2005.

Performance Variable Equipment Handbook (German Version) EH-O-Q01, Revision 4, dated 01 July 2005.

The technical publications, which becomes herewith part of this AD, may be obtained from

Performance Variable e.K.

Am Tower 16


54634 Bitburg

- Germany -

Phone: +49 (0) 6561 949680    Fax: +49 (0) 6561 949681    Email-Address: [info@myskyshop.com](mailto:info@myskyshop.com)

**EASA-Approval**

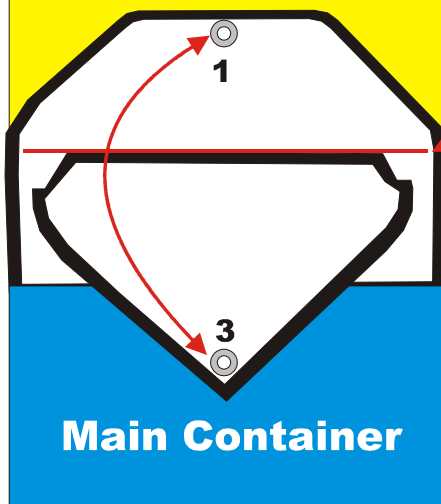
Approved by the European Aviation Safety Agency (EASA) under approval number 2005-6101 on 21.07.2005.

|  |                         |  |
|--|-------------------------|--|
| <b>Doc.-No.: SB-O-200501</b><br><b>Date: 18.07.2005</b><br><b>Revision:</b><br><b>Rev. date:</b> | <b>SERVICE BULLETIN</b> | <br><b>PERFORMANCE<br/>VARIABLE</b><br><small>— German Flight Technology —</small> |
| <b>Page: 1 of 4</b>  |                         |  |

|                     |  |
|---------------------|--|
| Affected Equipment: | Omega Container-System XXS, XS, S, SS, M, L und XL   |
| Reason:             | One or more Lines were entangled with main container flap No. 2<br>(See drawing page 2)  |
| Analysis:           | <p>A combination of a couple of facts can cause line entanglement with flap No. 2 of the main container.</p> <p>Reasons for these failure can be:</p> <ol style="list-style-type: none"> <li>1. Wrong size or old rubber bands.</li> <li>2. To much not stowed or misplaced line length inside the main container.</li> <li>3. Opening of the main container in slightly head up or stand up position.</li> </ol>  |
| Recommendations:    | <ol style="list-style-type: none"> <li>a. Use only rubber bands in the right size.</li> <li>b. Replace all rubber bands after 120 days or 50 jumps.</li> <li>c. No not stowed line length longer than 40 cm.</li> <li>d. Never place main risers and/or lines in a curve around the corners of the reserve container.</li> <li>e. Horizontal, stable body position during pulling the hand deploy and the entire opening of the main parachute.</li> </ol> <p>See Equipment Handbook (German Version) EH-O-Q01, Revision 4 dated 01.07.2005</p> <p>To avoid failure like written above and during improper use of the equipment in the future, the mirror (Flap No. 3 of the reserve container) must be sewed at the round corners with two short bartec to the flap No. 1 of the reserve container. This avoid contraction of the flap under tension while a line is tucked under. And it is easier to turn up the flap to release a line.</p> <p>(This modification can be done by the manufacture or a approved person)</p> |
| Compliance/Action:  | <ol style="list-style-type: none"> <li>1. Apply the Bartecs bevor the next jump.</li> <li>2. Visual Inspection of the Bartecs by each packing of the Main Parachute.</li> </ol>  |
| Approval:           | This modification is in line with the requirements of JTSO C23d and is approved by EASA with approval no. 2005-6101.   |

## Accomplishment Instruction:

### Reserve Container

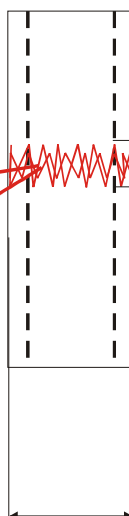
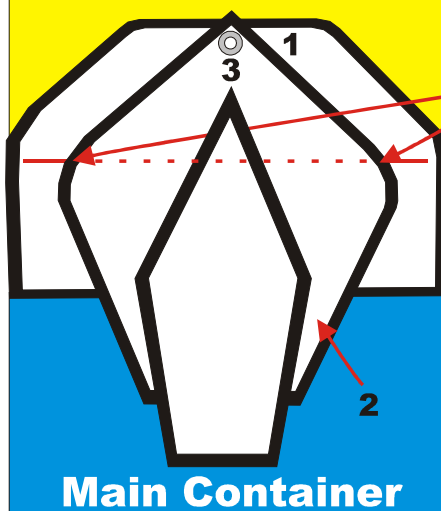


1. Mark out horizontal above the attachment of flap No. 3.
2. Put the grommets congruent on each other.
3. Apply a bartec (left and right) on the binding tape of flap No. 3 in the same height as the horizontal marking.

Bartec specification see drawing below!

Use only Typ E / 40, Nylon Bonded thread!

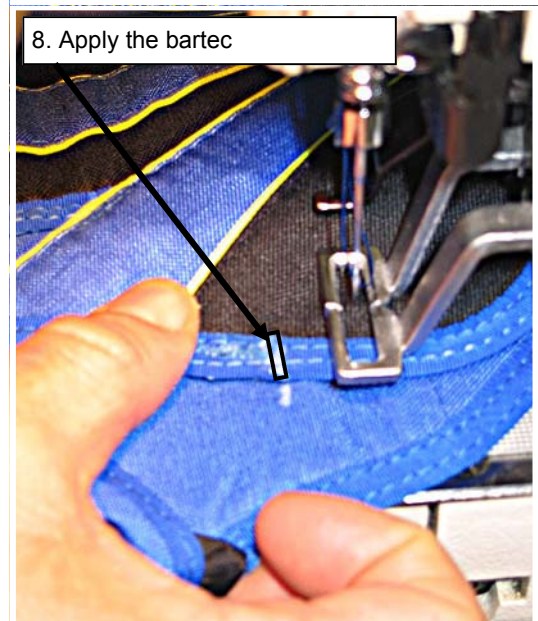
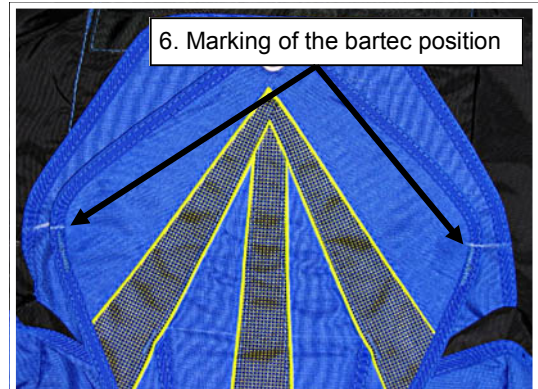
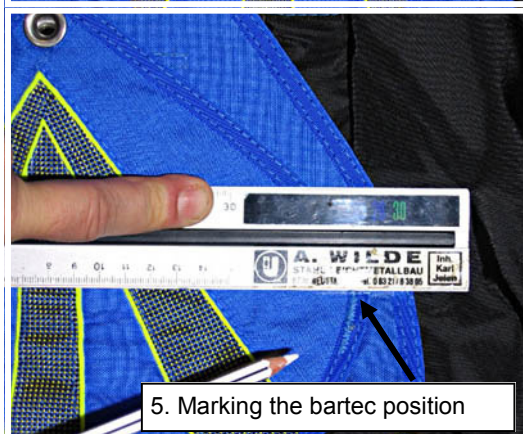
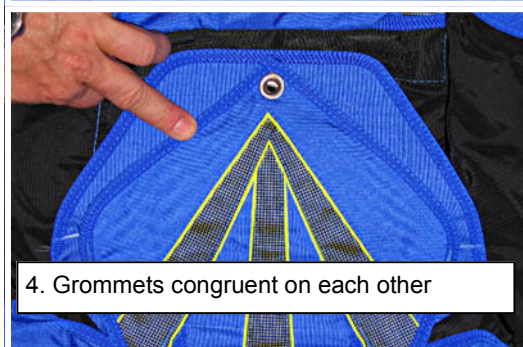
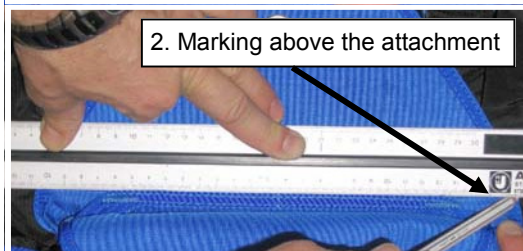
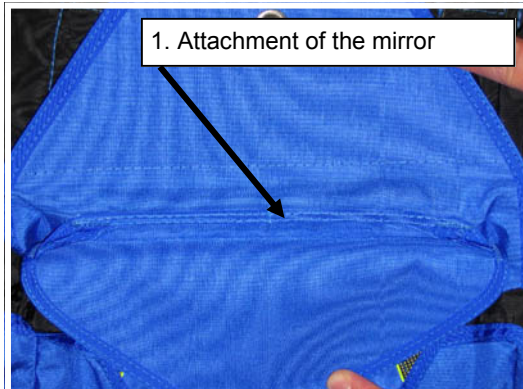
### Reserve Container



3-4 mm, 42 stitches

As wide as the binding tape.

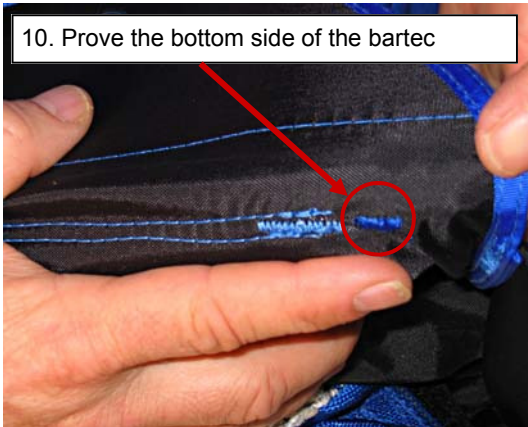




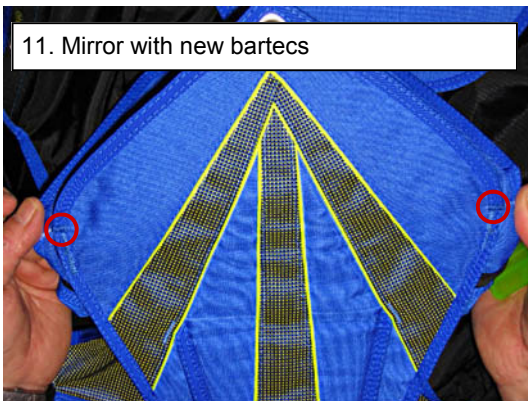
9. Prove the bartec



10. Prove the bottom side of the bartec



11. Mirror with new bartecs



Entry in the reserve data card: „ Bartec in accordance with Service Bulletin SB-O-200501 “.

Visual Inspection of the Bartecs: Bevor a reparation of a broken Bartec inform the manufacture and the LBA.